NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH

Vol. VII.

CONTRACTOR OF STREET

RIO DE JANEIRO, APRIL 5TH, 1880

NUMBER 10

OFICIALE DIRECTORY

AMERICAN LEGATION, -22, Rus do Marques d BRITISH LEGATION. - Hôtel des Etrangers. FRANCIS CLARE FORD, Ministe

AMERICAN CONSULATE GENERAL.—Nº 30 Rus Visconde de Inhauma. THOMAS ADAMSON, BRITISH CONSULATE GENERAL - Nº 1 Rus Alfandega, GEORGE THORNE RICKETTS

CHURCH DIRECTORY

ENGLISH CHURCH—Run de Everente du Vigg. Services at 11 c'desde, n. m., and 7 c'desde, p. m., aver. Sanday, et al. 11 c'desde, n. m., and 7 c'desde, p. m., aver. Sanday, et al. 12 c'desde, p. m., aver. Sanday, et al. 12 c'desde, n. m., and 7 c

METHODIST CHURCH.—N? 38, Rua do Passeio, up. Services in English at 11 o'clock, a. m., on Sundays, at 7; 30 o'clock, p. m., Fridays. J. J. RANSOM Pastor.

Rest ieuce. — No. 93, Rua da Pedreira da Glovia.

SAILORS MISSION. — 163 Rua da Saude; 3rd floor. Ser vices at z p. m. every Sunday.

DINHEIRO & TROUT

SHIP CHANDLERS & GROCERS 107, RUA PRIMEIRO DE MARÇO.

DULLEY, MILLER & BRUNTON. IMPORTERS & COMMISSION MERCHANTS.

SANTOS and São PARLO.

PALM & ALLEN, SHIP-CHANDLERS

5-Rua Fresca -- 5

CARSON'S HOTEL 160 RUA DO CATTETE WM. D. CARSON, Proprietor.

AMES E. WARD & Co.

General Shipping and Commission NEW YORK

DR. ANDREW J. INGLIS

AMERICAN DENTIST May be found in his office, Rua do Ouvidor, No. 48, from 5 a. m. until 4 p. m. Established upwards of twenty yeers in this city.

NEW-YORK AND BRAZIL EXPRESS

Office in New-York, No. 30, Burling Slip. Office in Rio de Janeiro, No. 8, Rua São Pedi

PHILADELPHIA - 1876 EXPOSITION MEDAL MARC FERREZ'S BRAZILIAN PHOTOGRAPHS

was photographer to the Geological Survey received a medal at Philadelphia for the vi-

Brazilian scenery a speciality 88 RUA DE S. JOSÉ

BLAIR IRMÃOS & Co. IMPORTERS OF AMERICAN GOODS

Reup genantative in hard a track of the following strictles (specification of the following strictles) are strictled to the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and contractive the following strictles (specification and Christman candles in seeled ginas jun, ingreduction, that the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the following strictles (specification of the following strictles) and the follo

RUA DA ALFANDEGA 43 RIO DE JANEIRO

REVISTA DE ENGENHARIA (PORTUGUESE.)

eering Review published in B.

i to all co-ordinate many iten of the country.

full record of all concessions grading record of all concessions and conditions and conditions and conditions are all the conditions and conditions are all the conditions and conditions are all the condit ulation among and ad a valuable adve

Published monthly.

No. 28 Rua de Gonçalves Dias Rio de Janoeiro. o Correio, No. 41-

Inas since devoted himself to travel and to fitting himself for a public career.

The minister of agriculture, Dr. Buarque de Macedo, is an engineer and brings a practical knowledge of the duties of his department to aid him in his responsible position, having previously been a director of one of the bureaus in the same department. In his protession he has held many positions of trust and is prolably one of the best informed men which has been chosen to preside over the portfolio of agriculture and public works for many years. He represents the province of Pernambuco in the Chamber, Although not ranking with others in the cabinet as a party chief or a legislator, his poculiar fitness for the work entrusted to him and the frankness and determination of his character, Inwo occasioned general satisfaction with the choice.

The minister of marine, Sr. Lima Duarte, is an important planter in Minas Genes, which province he represents in the Chamber of Deputies. He is an influential party chief in Minas Genes, though not the most influential, He probably owes his his position in the cabinet to the refusal of Dr. Martinio Campols to accept a portfolio—the latter preferring to serve the ministry on the floor of the Chamber.

The portfolio of war has been offered to Visconde de Pelotas, who has recently received the imperial anomination as a senator from Rio Grande do Sul. If he accepts, he will be "one of the uost influential men in the cabinet, owing to his great influence in the South. After Osorio, he was probably the most popular general in the Panguayan war. He holds advanced liberal views, and is known to favor the removal of all disabilities from non-catholics.

ENGLISH AND AMERICAN

THE NEW MINISTRY.

The new ministry, under the presidency of Senator Saniva, was finally organized on the 28th ult., and the ministers entered into the discharge of the duties of their several departments on that date. The portfolios were distributed as follows: President of the council and minister of finance, Senator José Antonio Saraiva; minister of empire, Deputy Francisco Ignacio Marcondes, Bardo Homen, de Mello; minister of justice, Senator Manoel Pinto de Souza Dantas; minister of foreign affairs, Deputy Pedro Luiz, Pereira de Souza; minister of marine, Deputy José Rodrigues de Lima Duarte; minister of war, not yet appointed, though it is well known that the position has been offered to Lieutenant-general José Antonio Corrêa da Camara, Visconde de Pelotas.

The president of the council, Counselor

the most vital interests of the empire depend.

He began his political career at an early age and under the auspices of influential relations in the conservative party. He was deputy and president of Bahia under conservative rule, but conducted himself with such circumspection that he won the esteem of the liberals. He afterwards withdrew from the conservative party on the grounds that it was not strictly conforming to the requirements of the constitution and that it no longer represented the progressive spirit of the time. He then joined the ranks of the liberals and has since been one of the most influential chiefs of that party in the province of Bahia.

THE NEW MINISTRY

Corrêa da Camara, Visconde de Pelotas.

The president of the council, Counselor Samiva, is a senator from the province of Bahia, and has twice previously occupied cabinet positions. He enjoys the enviable reputation of being a man of high personal worth, an enemy of all ostentation, a politician of broad, liberal views, a statesman of mare judgment and experience. He is a man of great natural talents, a fluent speaker whose frankness and liberal views, a statesman of produce the more cautious leaders of his party, though never beyond what he deems just and worthy. In selecting the portfolio of finance, he has acted in obedience to a strict sense of duty, as he believes the financial question to the one upon which the most vital interests of the empire depend.

He began his political career at an early

ENGLISH AND AMERICAN LOCOMOTIVES. stract from the Engineer, London, May 23rd, 1879

relations in the conservative party. He was deputy and president of Balia under conservative rule, but conducted himself with such circumspection that he won the esteen of the liberals. He afterwards withdrew from the conservative party on the grounds that it was not strictly conforming to the requirements of the constitution and that it no longer represented the propressive spirit of the time. He then joined the vanks of the liberals and has since been one of the most inflanential chies of that party in the province of Bahia.

With reference to the question of electroral reform, the question upon which the Sinimbid cabinet went out, Courselor Saraiva believes that it can be effected through ordinary legislative channels and without undertaking to amend the constitution. In this flow of the constitution in the constitution in the propose of the constitution in the constitution in the propose of the constitution in the constitution in the propose of the constitution in the constitution in the propose of the constitution in the constitution in the propose of the constitution in the constitution in the constitution in the propose of the constitution in the cons

the passenger engine, swift and yet of prodigious power, and this last tool, the consolidated engine—htsse child of American milroad science—and we may, without tear, bid all people come and buy our horses. All that the English engine can do on a perfect road the American engine will do; and more than this, it will do good work on any road, however rough and cheap. There can be no question which of these two tools is best for the world's work." The article begins with a very strong statement in favour of the English locomotive:—"The finest piece of steam mechanism in the world is undoubtedly the English locomotive engine." This assertion will appear a little fustome even to the warmest admirers of English genius, who may chance to remember that we baild marine engines as well as locomotives.

We lind as we proceed that this "finest piece of steam mechanism" is not, after all, quite so perfect as it might be. It is cavefully explained that its existence is only rendered possible by the admirable nature of the road on which it runs; and that off those roads, or—which comes to the sane thing—out of England it is worse than salesss. It has been tried again and again, and the end of it all is "the engine is in the last for engines built on American plans." Our author sets forth the reason why. "The Englishman vicwing it—the American least for engines built on American plans." Our author sets forth the reason why. "The Englishman vicwing it—the American least for engines built on American plans," Our author sets forth the reason why. "The Englishman vicwing it—the American locomotive—from his island is pleased to call it a crazy affair, as loose Jointed as a basket. If the ever mounts the loot-board, and tries to use the machine, be changes his mind, and concerns the Ecocomes admiration. It has been titled to a basket, if the reason is the loch board, and tries to use the machine, be changes his mind, and concerns the Ecocomes admiration.

the Englishman viewing it—the American loconoutive—from his island is pleased to a local color from his island is pleased to a lasket. If the ever mount his local-band, and after to use the machine, he changes his mind, and contempt becomes admiration. It has been likened to a basket; and herein lies its elief merits. There is much more to the same purpose, which may be said to to any road, while the English engine is not provided that it will accommodate itself to any road, while the English engine is not any road, while the English english is one and its wheels of an any road, while the English english is one of the same purpose of the late of the same purpose only and are nearly stright and extremely smouth, if a support of the latter statement certain is assertions are made to which we shall come re in a moment. Before showing low error is to point out that English outself it is a far in the state when the same purpose of the sa

that the way in which the principle has been reduced to practice has been, and is now in many cases, about as bad as possible.

that the way in which the principle has been reduced to practice has been, and is now in many cases, about as badas possible. The American locomotive gets over a crooked and bad road better than an English locumotive solely by virtue of its flexible wheel base. According to Harper's New Monthly Alagazine, English engines are practically quite rigid. "A four-wheeled road carriage has two systems of springs are rangement the wheels adjust themselves to inequalities in the surface of the road. It may slope on one side; it may be crowning in the middle, or have ridges or gullies; but under all circumstances each of the four wheels rests on the ground, and the body of the vehicle fits itself to every change in level, and always maintains is equilibrium. It seems past belief but an English locomotive has no provision of his bind. It supposes a perfect road-bed with both rails always on a level with each other. But railways are seldoun in this perfect condition, and the result is, the engine ress at times on only three wheels, or its framework bends and settles down, till the wheels all find support, thus wrenching the whole machine out of shape." The foregoing passage contrasts slightly with that which we have already quoted. It is so nonsensically nutrue that it would not be worth while to contadicit it, were it not that it might deceive unwary foteigners who have never seen an English engine. It may be said that strict accuracy is not to be expected from a popular magazine; but Harper's Avan Monthly is a quasi-scientific periodical, and in any case, the article with which we are lealing has been issued under the auspices of the Rogers Locomotive Works. The managers of that establishment must know that English lectomotives are carried on side springs only; and yet they permit an absolutely untruthful statement to go forth to the world as though it were perfectly true. This is hardly legiturate advertising.

We shall not attempt to follow our author

THE RIO NEWS PUBLISHED TRIMONTHLY

e eve of departure of the American p French packet of the 15th., and ko Mail backet of the 24th. of the month,

Contains a summary of nows and a relevor of Brazilea affairs, i list of the orrivals and departures of foreign exseels, the comnercial report and price current of the market, a table of treights rule chatters, and all other informacion necessary to a correct adjunction to marking a trailed by the control of the market of the control of the market of the control of

argment on a	intensili fracio.
	(Cash invariably in advance)
Subscription	n for one year in Brasil20\$000
do	for six months do
do	for one year in the United States, \$10.00
do	for six months do do \$ 5.00
do	for one year in Great Britain, £2 0 0
do	for six months do do£t o o
Alt subscrip	ctions must run with the calendar year.
Back munb	ers supplied at this office from April 1st. 1879.
Subscription	as and advertisements received at the
EDITORI	At POOMS: R Run São Pedro.

EDITORIAL KOUMO...
Agents for the United States :
C. Mc CULLOCH BEECHER & Co.
41 Wall Street, New York

Rio de Janeiro, April 5th, 1880.

WITH this number begins the second year of THE RIO NEWS under its present style and management. Although we have not yet attained our ideal of what an English amercial paper in this city should be, we take pleasure in calling attention to progress which we have made, and to the service which we have been able to render the business interests of the English-speaking residents of this empire. We trust that our cautious friends will now consider our period of probation over, and will give us that assistance and encouragement to which our enterprise entitles us. And to those who have believed in our success and have contributed so largely to it during the past year we are only too glad to acknowledge our sincere and unqualified obligations.

THE EMPEROR'S choice of Counselor Gaspar Silveira Martins and Visconde de Pelotas as senators from Rio Grande do Sul, is a matter for sincere congratulation. The clear ly expressed wish of the people of that province that these two men should represent them in the Senate of the empire, although neither of them were official candidates, could not easily be overlooked; and in selecting them the Emperor has wisely eonformed to the popular wish and has added two strong and able men to the Senate.

THE LOSS of the Mystic Tie on the Rio Grande bar on the 19th nlt., brings the dangers and needs of that port once more to the front. If the present state of that bar is to remain unchanged for the better, if nothing is to be done to lessen the dangers of entering that port, then there must inevitably come a decline in its foreign com merce; and this means serious injuries to the prosperity and development of that province. It can not be expected that either the merchant, ship-owner or insurance company will encounter the risks of the Rio Grande trade without a corresponding remuneration-and that means an ad ditional tax upon the Rio Grandense. Such a state of affairs must inevitably be a serious drawback to one of the richest and most progressive provinces of the empireand its continuation can not be otherwise than a gross injustice. Although the government finds millions to expend on railways leading through deserts to the thinlyinhabited and barren valley of the Sao Francisco, it has nothing for the removal of this Rio Grande bar and for the per-manent improvement of a port whose trade has been and must be a source of wealth to the empire.

LOCOMOTIVE BUILDING.

We print in this issue, by request, an article on "English and American Locomotives," taken from the columns of the London Engineer. It is from the pen of an English mechanical engineer of ability and of experience in connection English locomotive engines, and was written in response to an article on the same subject in Harper's Magazine, which was recently reproduced in our columns. Aside from the brusqueness with which the writer sometimes presents his opinions, it appears to be a fair presentation of the Euglish view of the case.

With respect to the charge that the article in *Harper's* was an "advertisement prepared in the interest of a single firm the Rogers Locomotive Works-and the intimation that this magazine was sent to every quarter of the globe "interleaved" with fly sheets representing Rogers locomotives, the writer is guilty of a misstatement which it is difficult to explain on any other ground iron wheels"-which the writer in the

than that he wished to beg the question by first prejudicing his readers against an article which he admits to be 'a very skilfully-drawn comparison of the English and the American locomotive." The fact is that not one of the 60,000 subscribers of Harper's ever received an "interleaved" copy of that number, and in the article itself there is not the slightest allusion to any American locomotive builder. It is consonant with the popular character of Hurper's—it is not a ''quasi-scientific periodical" as charged— that it should publish an article descriptive of an industry which has made such marvel-lous progress in the last half century—a ss illustrated by the fact that more than half of the locomotives now running in the world are of American build. The engravings in this article, representing types of American engines, are exact fac-simile of two photographs—copies of which are in our possssion—of locomotives which were built at another celebrated ''works' and not at the ''Rogers Works' as stated. And as to the "interleaving," the Rogers works bought a lot of the magazine containing this article-which can easily be done at any news agency and in large quantities and sent them out to probable buyers with their circulars inserted. In this latter sense it can be termed an ingenious method of advertising, but as far as the author and ers of the article are concerned the facts will not support the charge.

The American locomotive is now used in every part of the civilized world, and its record and use must be accepted as conclusive proof of its real worth. It may be quite true that there have been faulty machines constructed in the United States as is also true, unquestionably, in other countries-but on the whole they are exactly adapted for the work required of them, and are made and graded according to their deserts. In all cases the American locomo tive is a progressive machine—not a "tool, as the Harper's article puts it-and has been so from the outset. Its construction has been reduced to an exact science, so that not only the whole but each little part is perfect. It is simply a magnificent piece of mechanism, with all it parts intelligently designed and harmoniously combined. immense amount of work it performs for years on good roads, with comparatively light repairs, is the best evidence of its admirable and honest construction.

Some forty years ago, one of the great English lines—we think it was the "North-western"—sent an order to William Norris, one of the early locomotive builders in Philadelphia, for one of his locomotives. Mr. Norris electined the order for a single locomotive, as it was obviously wanted for a pattern, and stated that he would not fill an order for less than six. In due time, for there were no ocean cables at that period, he received an order for ten, in addition to the first one; and they were all made and shipped to England and gave entire satisfac-And besides that, notwithstanding the Engineer's charge of imperfect construction, we know from reliable authority that all the important parts of the machine, even at that early day, were made from careful drawings.

Since the inauguration of this industryand its beginnings were small and of slow growth-it has overtaken and outstripped every competitor, and has supplied the world with more than half of the locomotives now in actual use. Besides the enormous number used on American railways, are almost wholly used in Canada, Cuba, Central America, Brazil, Pern and Chili, and are largely used in Russia, Denmark, Australia and New South Wales, besides being found on the roads of other countries. Had these machines been notorious for poor workmanship, the tests that have been in operation now for half a century would have discovered the fact, and their sale would certainly have been affected. The reverse of this logical result, however, is the actual state of affairs, for we find during the past few years, when the English dustry has been depressed and orders would gladly have been accepted at the narrowest margin of profit, the American shops have enlarged their facilities for manufacturing so as to meet the incoming orders. This does not mean that the Americans build poor machines, nor yet chanp machines; it simply means that they build good ones.

As regards the statement that English engine builders 'will not tender for cast

Engineer thinks is often the deciding point in awarding contracts to American m facturers on the score of cheapness neither clear nor fair. He should have stated why English builders will not tender for chilled 'cast iron wheels;" and in what sense such wheels of American make are inferior to "wrought iron wheels." These chilled cast iron wheels are sold by American locomotive builders on their merits and these merits have been deter mined by years of carefully made tests in all seasons and extremes of climate and upon roads whose traffic is excelled in no country in the world.

The question as to methods of construc-tion and profits is, after all, one which the builders must decide for themselves. If the English representative will, or does build engines "with all the desired features of the American system," so much the better for those who purchase them—and, we may add, for himself also.

In conclusion, our English friend writes The question is, can such engines be sold with a profit with present prices? The must be in the negative, unless engine reply must be in the negative, unless engine builders choose to follow American prac-tice in many points and to this there can be no objection. Surely English engineers are not too proud to learn." We should say that no good engineer is too proud to learn; for, so long as mechanical engineering is a progressive science, every engineer must continue to learn or be left behind in the Science is the most cosmopolitan of all things, and though there may ing degree of results attained through her agency in the various nations of the world, there are no geographical limits to her inspirations.

The means by which this perfection and cheapness of construction has been reached in American locomotive shops, and the means usually employed by American railway companies in assisting and testing such work-neans which seem to be imperfectly understood and appreciated by the Engineer writer—are briefly set forth in a leader of the London *Times* of December 27, 1879,

the London Times of December 27, 1879, as follows:

The legislature of the state of Massachusetts has recently been stimulated by the researches into color lawy companies of the state of a law of the state of the protection of trains from the accidents which this infirmity may occasion; and hence the companies have lesitlated an examination of the color vision of their men. An example of this line is one of the state of the state

LOCAL NOTES

---The newly-created Normal School opens to-day -And now the Villa Isabel company resolve ot to collect the vinters.

—The outgoing ministry to took its formal leave of the Emperor on the 30th.

—Among the passengers arriving on the American packet, City of Panil, was the Peruvian minister, Sr. Lavalle.

The French packet Sazoic of the 24th ult., brought out 123 immigrants, 75 of which were sent away to the Barra."

awsy to the Barra."

—Juterest on like new loan of 1879 for like quarter ending March 31st, will be paid at the treasury from the 1st to the 15th inst.

—A telegram to the Monitor Compists from Rio, dated March 25th, 1879 that 70,0006 has been paid out in the various cabinet departments as "gratifications."

—The number of passengers entering this port in March, including 433 slaves from the north, was 3,193; the number of departures, 1,462.

-The total number of deaths from yellow fever in this city, exclusive of the Juripha hospital March was 419-an average of 13.5 a day.

—The new grocer's society of this eity poss-the embonious title of "Associação Comme União dos Varegistas de Seceos e Molhados."

Owing to an accident to her machinery the Royal Mail packet Trent did not sail on the morning of the 25th ult., as announced. She is still in portundergoing repairs.

—The ex-premier Counselor Sinimbú received a elegram on the 24th alt. from the provincial pres-dent of Rio Grande do Norte stating that winter detergram on the 24th fifth from the provincial president of Rio Grande do Norte stating that winter that definitely set in there.

—There seems to be some nlarm among the contractors and inventors at the way in which Sr. Baarque de Macedo has begun his work. It certainly looks well for the public purse.

certainty looks well for the public purse.

—The monitors Solimäes and Javary are to be lighted by electricity. The naval authorities hay authorized the purchase of 24 globes for this purpose. But how about running them?

pose. But now anout running atem?

One of the first persons to great the arrival of
the new prime minister was would-be senator Souza
Carvalho. In the words of a discerning contemporarry, it was the "inew sun" toward which "all sunworshippers have turned their faces."

By imperial letters of the 31st ult. the Emperor selected Connselor Gaspar Silveira Martins and Lieutenant-general Visconde de Pelotas to fill the two senatorini vacancies from the province of Rio Grande do Súl.

Grande do Sul.

—The new minister of finance will not forget, it is loped, that the vinteu tax is as unjust and unpopular now as during the first days of the year. A more popular and considerate step could not be taken than its suspension and repeal.

not be taken than its suspension mut repeat.

—There seems to be no abatement of that uuregenerate nuisance on Rua Direita—the site of the
old post office. The place is becoming more and
more offensive every day. Will not some one
memorialize the board of health about it?

—The stench along the Praia de Botalogo, especially at low tide, has almost reached its climax. And it seems worse, if a comparison between incomparable stenches be admissable, just where the drainage of a certain public institution empites into the bay.

-The extraordinary session of the General As The extraordinary session of the cuentri assembly meets on the 15th inst. It will continue in session until the 3rd of May when it will be closed to open in regular session. The question of electoral reform will principally engage the attention of senators and deputies.

-Inspector of public works Jardim notified the public through our great contemporary on the 25th that one of the lines of waler pipes from the Rio do Ouro 'finetionated' at five o'clock on the 24th. We're glad to hear of it—but where does the prac-tical benefit come in?

—The commander of the Solimbes, Captain Joho Gones de Faria, has been dismissed from his command. It has at has then discovered that the master of a stilling vessel is not wholly fitted to command a monitor. An investigating commission has been appointed to sit on him and the refractory machinery of the ironclad.

The Monitor Campista of the 26th ult. published telegram from Rio to the effect that Sr. Affons a letegram from kno to the entert that Sr. Annicels of tended to publish a manifesto explaining his financial administration and the late speculation in coffee. We hope the report is true, for there never yet has been a finance minister who needed so much to explain himself.

much to explain himsell.

"The directors of the several trainway companies of this city met on the and inst. and resolved, in consideration of the vexations caused the traveling public by the vinton tax, to call the attention of the General Assembly to it. This looks a little like "eleventh-hour repentance," but as the public is to benefit by it, perhaps it is best not to call up he past.

—That remarkable story about the "Yankee" merchant who lives in New York, and who killed the friend that had dishoneed his home, by compelling him to drink ten litres of gin in two days, or be shot, is now going the rounds in the Bratilian press. It is entitled "A Yankee's wengeavee," and is supposed to illustrate the present state of American society.

-The London correspondent of the Fornal, un —The London correspondent of the Journal, un-der the date of February 12, says that "dist reported that an attempt will shortly be made to place Braz-ilian 4½ 9₀ bonds of 1879 on our market, for the purpose of obtaining official quotations on them; but it is doubtful that there will be large oper-tions in these bonds because of the fluctuating value of the circulating medium in Brazil."

of the circulating medium in Brazil."

—It is reported that the "Sociedade Mutuação Philantropica e Protectora" has secured the square between the Praça D. Pedro II and the Ruas D. Manuel, Presca and Colorello, as a site for its proposed American exposition. The square is proposed American exposition. The square is crown property, and at present serves a very useful purpose by affording a freer circulation of air through into the business centre of the city than could be secured were it built over.

could be secured were it built over.

—According to the farewell address of the late minister of finance the total receipts of the government in the fiscal year 1878-79 were 230,604.

7118624, and the expenses 181,326,6088656—leaving a "probable balance" for 1879-80 of 49,248,1034206. An examination of the items, however, shows that the receipts include the amounts of paper money and nickel put into circulation, and the bonds issued during the year, in all 100,090, 9708-210.

—One of the last acts of the late minister of griculture was to fine Mr. Gabrielli 10,0608—just show that there's no ill feeling.

—The number of passengers entering this port in larch, including 433 slaves from the north, was 1,933; the number of dentist from yellow fever this eity, exclusive of the Jurajuba hospital of larch was 449—an average of 13.5 a day.

—The new grocer's society of this eity possesses to emphonious title of "Associação Commercial" ("Rivada Valora de Commercial").

—May we not suggest to the board of health the

It's a famous hodge for pruning.

—May we not suggest to the board of health the advisability of securing all those public, unoccupied grounds from the water's edge back to Ran Diretth, comprising the Praca Dom Pedro II, as a pulp gorden. If well laid out and preserved it would be one of the most attractive spots in the edy, besides being of inestimable advantage, in improving the sanitary condition of the densely inhabited and business localities in its neighborhood. It is an eminenty proper thing for the health board to recommend.

ownend.

—There seems to be some diversity of opinion as to the sanitary influence of garbage earts in the Rua do Owidor and other business streets as late as tendelock every morning. Some aver that the disgusting smells ozoring out from these uncount vehicles are decidedly jejusious to bentlh, others that carts and contents are offensive to the eye, others that the carts' blockade the streets and interrupt business, and others that the necessary unisonness. uses the carts mockage the streets and interrupt business, and others that they necessary nuisances and must be tolerated—even to that late hour. It's a delicate question—we reler it to the board of health.

health.

—Mr. John C. Kip Hopper's name has now appeared in nearly every paper in Brazil in connection with his promise that the Secretary of State showing a letter. And yet, the letter still remains impublished, and the pockets of the "mutual philambropy" enterprise are still intilled. We may add also that the world still moves, though Mother Shitton has selected usert vear for its demise. add also that the world still moves, though Mother Shipton has selected next year for its demise. However, John, these are but the accidents of unsatisfied lives; you could no more help promising that letter and those grand results than Mother Shipton could help prophesying;

—On retiring from the department of finance, ex-Minister Affonso Cole left in the hands of his successor a volucions of deument occurvine nearly

cessor a voluminous document occupying nearly five and one half full columns of the Jornal do Contfive and one-half (all columns of the Yorind the Count-mortels, relating to his administration, to the coordi-tion of the treasury, to the detense of his policy and financial theories, and to various suggestions for the new timister's guidance. He has discovered that debts are property, that lottery tickets should be still farther sub-divided for the benefit of the poore-classes, that protection contains the germs of pros-perity as illustrated by the United States, that the state should occasionally regulate the circulating medium, and other things too numerous to mention.

medium, and other things too tuninerus to mention.

—A fire broke out late on the afternoon of the 29th ult., in the steam distillery of Srs. Droubins, Noth &C., No. 27, Rug do Arcal. A large cask of spirits of wine flaving beeth bored into; 'tter' cooper went to stop the hole, having a hantern with him. went to stop the hole, having a lantern with him. The first blow spurted some of the spirits into the lantern, and an explosion immediately followed. Every effort of the employees to suppress the flames were ineffectual, and they were not checked until one of the store sheets and part of another; were destroyed. The losses are estimated at 70,000\$. The machinery, etc., are insured for 80,000\$ in a Hamburg company, and the sheds for 25,000\$ in the "Previdente."

-In an official circular to the provincial pres —In an official circular to the provincial presidents on the 29th ut, the new minister of agriculations on the 29th ut, the new minister of agriculations. The province of the government and recommends that all public expenses shall be restricted to the narrowest limits possible. He states that the programme of the new cibinet will be to strictly observe the requirements of the budget. And then he calls attention to the important decision that no public contract will be valid which shall not have been up for public competition for a time less tian fifteen days and which shall not have received the approval of his department. The public will like the ring of these words, and will give the new minister hearty congrabulations for the manner in which he has entered upon the disthe manner in which he has entered upon the dis charge of his official duties.

the luminer in what chass cheeze open the charge of his official duties.

—An item is now appearing in the Braziliad press that "there are 160,000 houses in Philadelphia of which 120,000 are mortgaged." To prevent any misconception the Brazilian editor should add that in Philadelphia every workingman secks to have a house of his own, that building associations exist for the purpose of erecting small, counfortable houses which together with a small plot of ground are sold to the workingmen on terms which enable them to pay small installments every year, that mortgages are given to secure the associations against loss, that, therefore, Philadelphia covers more ground than not other city in the world and its exentially a city of small dwelling houses. This understood it will be seen that the "120,000 mortgaged houses" are not so bad dater all. not so bad after all.

not so bad after all.

—Our sympathies are with the doubly afflicted people of Valparaiso, who, it is said, were the helpless victims of a recent duel between two musicians. These touchy individuals, strange to usy, goi into a quarrel, and nothing would salisfy their wounded feelings but a duel. Feeling a little doubtful as to the issue in case deadly weapons were used, and bent upon something equally destructive though less dangerous to their precious books, they midertook to hammer. pianos for forty-eight mortal hours without eating, d'irriking, or rest, and the mittereze in ''!! Tovatore' one hundred and fifty times and then dropped devt.

The other was soon after taken to the hospital, one nunarea and nity times and then dropped dead. The other was soon after taken to the hospital, where, it is hoped, he too will die. The four witnesses have gone into incipient insanity—and the whole neighborhood is. Abowing wilderness." The piano duel has gone out of fashion in Valpar-

THE RIO NEWS.

RAILROAD NOTES,

In February the Dom Pedro II railway carrie 53,215 first-class and 154,963 second-class pas

seagers.

—The receipts of the "Recife ao S. Francisco" ratiway in February were 120,1695678, and the expenses 53,9018647. It is evident, however, that the expenitures are not fully reported.

the expenitiures are not fully reported.

—By an officer of the 13th ult. the president of Bahia informed the chief engineer of the Bahia and Rio S. Francisco rallway extension that a credit of 600,000s had been placed at his disposal for the second quarter of the current year.

—The receipts of the "Feira de Sani'Anna" railway of Bahia in February were 22,4038600 and the expenses 18,1048910. The number of passengers carried was 3,490, of which 534 were first-class. The freight movement shows 4,46 tons of baggage and 1,761.8 tons of uncerhandite.

—The Cando station, the terminal point of the

and 1,761.8 tons of merchandise.

—The Cands station, the terminal point of the Baturité raïlway, was formally inaugurated on the 4th nlt. This completes the extension of sixty klometres which was undertaken as a "famine" measure, in the short time of nineteen months—a result principally owing to the energy and executive ability of its chief engineer, Mr. C. A. Morsing.

"ITTHE Tailway's returns of the Don Pedro II will."

result principally owing to the energy and causality of its chief engineer, Mr. C. A. Morsing.

"The January returns of the Don Pedro II railway show a total receipt from all sources of 803,5948944, of which 19,081876 was received on account of the vintum tax. The number of passengers carried was 53,215 farst-class, and 154,963 accond-class. The freight traffic included 128,7 lons of baggage, 625,7 tons of express matter, and 19,556,7 tons of merchandise, of which 5,149 lons were of coffice.

—The road bed of the Paraná railway branch.

19550, 7 tolis of metalantists, of water of coffee.

—The road bed of the Paranagua with Port Dom Pedro II, about two kilometres in length, is finished and a lemporary track is being latel upon it. On the main line, the engineers are engaged in locating the line of the first section, from Fort Dom Pedro II to Morretes, a distance of 44 kilometres. The original surveys will be materially altered and an almost new line laid out.

new line laid out.

—Project 243. São Paulo provincial assembly, grants a concession to Manoel Vicente d'Aranjo Cintra for lhe construction, use and profits of a ralway from the village of Penha de Mogy-mirim to a convenient point on, the Mogyana line. The road is to be built without provincial aid, and the rights of the Mogyana company are reserved. An assembly committee 'has reported favorably on the project.

COMMERCIAL

April 3th, 1880 ### April 3th, 1880.

Par value of the Brazilian mil reis (1\$000), gold. 27 d.

do do do in U.S.

coin at \$4. 84 per £1: sg. \$4.45

do \$1,00(U.S. coin) in Brazilian gold. 18839

do of £1, stg. in Brazilian gold. 8\$359

on a particular of the control of th

97% per cent.

(Praça closed on the 25th and 26th.)

(Praça closed on the 25th and 26th.)

March 27.—No changes from last quotations. Fifteen shares

of the Mutuação Philantropica company sold for 50\$. Six

of the Mususeip Philantropica company sold for 50\$. Six per cents at 1,015\$. Market against unit with no change from last quotations. Six per cents 1,015\$ to 1,015\$. Market 30-Market quiet unit with no change from last quotations. Six per cents 1,015\$ to 1,015\$. Six per cents 1,015\$, and sovereign at 1,000\$ and market 1,000\$ per cents 1,015\$ per cents 1,015\$ per cents 1,015\$ per cents 1,015\$ per cents 2,015\$ per cents 3,015\$ per cents 2,015\$ per cents 3,015\$ pe

OVEMENT OF THE STOCK MARKET FROM

Common Constitution Constituti	ARES	COMPANY	PRICE
15		de Browl	260\$000
do Commercio		(cold outside)	263
		1 de Commercia	185
		,	104
Industrial			180
### Rural		" Industrial	209
Remin Section Sectio			210
15		" Purol	235
15			238
		feeld outsidel	237
		glish Bank	
\$\frac{\sqrt{\text{spring}}{\text{spring}}}{\text{spring}} \text{spring} \text{Federate Fidelitation} \text{spring} spring			
go Leopoldina Ri, Ajari pla, go leopoldina Ri, Ajari pla, go m. pref. olerg			
10 Debents, of Serocalsons R.R., 1005 arch., 100 100	50 64		
Debents (Storollana RR, 1005 each. 47 97 100			
Debents, of Sorocalsona R.R., took each 47 0	500	,, pref. obng	
		. " .o" ". "DD rook.	
10 Carns Urbanes Gataixie) 30	io D	ebents, of Sorocabana RR., 1000	50 %
100 100	100		del to "/
Qualité 1900	100	P and H H (Outland	
Comp. Average britainers 1		arms Urbanos	190
Comp. Average britainers 1		" Johantures (cutside).	90. 7
Mutatage Phinteropic	,000		
noi Sovereigni for Clash			
10000 " 1107 2009	1 20		
100 100			
2039		"	
7.13 " 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
1430 " Apr. 5			
2500 Apr. 5. 10			
500 30 11 10 11 11 11 11			
1900		n 30	
160 Apr. 3 11 00 1200 Apr. 3 1		" c" - A (austida sales)	15 14
310. " " 11 02 Apr. 30. " " 11 02 40 Ste per cent apolicies. " 100 320 " " " " (outside tales) 1015 320 " " " " (outside tales) 1015 320 " " " " 1015 320 " " " " 2015 320 " " " " 2015 320 " " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " 2015 320 " " " " 2015 320 " " " " 2015 320 " " " " 2015 320 " " " " " 2015 320 " " " " " 2015 320 " " " " " 2015 320 " " " " " 2015 320 " " " " " 2015 320 " " " " " 2015 320 " " " " " 2015 320 " " " " " " 2015 320 " " " " " " 2015 320 " " " " " " " 2015 320 " " " " " " " " " " " " " " " " " " "	1500		
Apr. 30		,, n "	11 00
41 Six per cent apolices. 1014 289, "," (outside sales) 1013 32 "," (outside sales) 1013 1013 1014 1015 1015 1015 1016 1017 1017 1017 1017 1017 1017 1017		77. 4 17 77	11 10
1012 32 1012 32 1012 32 1012 30 30 30 30 30 30 30 30	1000		
28g , , , (outside sales) 1012 37 , , , (outside sales) 1012 1013 1013 1014 1015 1015 1015 1015 1015 1015 1015			
32 " " (outside sales) 1013 1013 1013 " " 1015 1015 " 1015 1016 New Loan of 1879		19 11 11	1015
100 11013 1013 1013 1013 1013 1013 1013		foutside sales) .	1012
16 New Loan of 1879	32	,, ,, ,, ,,, ,,,,	1013
16 New Loan of 1879 971/2			
75			9772 7
	25	n n n n n n n	111500

-Custom house receipts for March 9,979,367,8838, in 23,172,5091 collected for the Misercordia hospital, city net. The internal revenue receipts for March, includin for emancipation fund, were 600,238,281.

MARKE REPORT

By goods—The annound this biases done since and taling it retailed, although to considerable, and though to considerable advance will in many case be necessary to cover the present enhanced cost in producing markets.

v. — After our report on the 23rd ritimo our m ed quiet for a few days until the 29th ultimo when from the United States produced renewed ac g in considerable transactions for that destination. The total sales since the 23rd ultimo a

85,410 bags for United States
14,460 " Europe
10,570 " Elsewhere

Total.... 110,440 bags.
and the total wates for the month since the 4th ultimute 180,580 bags, viz:

10,80,580 bags, viz:
10,440 bags for United States
15,000 ", Europe
2,000 ", Cape of Good Hope
15,100 ", Eisewhere

to/100 " Elsewhere

Total. . . . 180,586 bags.

The clearmaces in the month of March have been tanastic large for U. States, against 140,530 bags in Mar. 1879, 274,624 " Energy G.H. 180,530 " " and 180,530 " and 180,53

For details as to these clearances we refer to annexed cost parative table.

The receipte in March have averaged against the control of the receipt of the r

TOTAL clearances of coffee from Rio de Janeiro during the nine months from July 1st, 1879, to March 31st, 1880.

DESTINATION	1879'80	1878'79	1877'78
United States.	Bags. 985.595	Bags. 800.430	Bags. 583.171
Baltimore	362.640	424.277	338 334
Hampion Roads f. o	31.365	36 500	61.119
Richmond	3.600	7.000	7 200
Savannah.	14.022	10 492	8.207
Mohile	16.700	10.285	\$1.400
New Orleans	153 180	136 029	172 121
Galveston	22.258	37.094	27.500
St. Thomas Lo	12.800	27	
St. Thomas a contract			
Total	1.603 060	1.570.206	1 249 142
EUROPE.			
Channel I. o	7 500	14.797	29.355
Hayre	69,669	145.314	105.184
Antwerp	57.367	116.136	33 186
North of Europe & Baltic	239.917	274.857	160 861
Liverpool, London & Sout pton		173.130	138.435
Bordeaux	21.050	52.321	58.861
Liston t. O	112 349	110 840	
Portugal	657	6.261	5.167
Mediterranean	113.606		136 926
Medicerranean			
∑ / . Total	. 782.075	1.071.688	763.453
Elsewhere	47.257	71.048	50.537
Cape of Good Hope	10.438	33 052	22,592
River Piale & West Coust	10.430	33 054	22,391
Total	57.695	104 100	73.129
United States	r 602 060	1.570 206	1.240.142
Eprope		1 071.688	763.453
Elsewhere			
Total	2.441.831	2-745-994	2.085.724

The total arrivals during the month since the 4th

THE REAL PROPERTY AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AN

t2,375 , American 100 bags River Pla

12,500 barrels, ring the same period amou 25 barrels Trieste 10,775 , American 7,100 bags River Plate

7,100 bags Ri
17,900 barrels.
t hands to-day con
4,700 barrels
4,500 ;
5,000 ;;
800 ;;
5,000 ;;
3,800 ;;
23,000 bags Haxall
Dunlop
O Dance
Baltimore
St. Louis
River Plat

46,800 b

uality. The . narkei closes stendy.

The market is well supplied. We quote 30,500 to 31,\$00. per dozen.

White Pine.—There have been no arrivals and there is also much demand.

not much demand.

We found to to to tells per foot.

We found to to to tells per foot.

We found the member of the foot of the total arrivals of American pine during the first to f this year amount to \$5,07,40 feet, viz:

\$1,000.87 | feet Pitch pine
\$1,000.88 | will pine
\$5,500 | g. Spruce pine

2,786,328 feet 1,161,469 ,, 887,773 ,, 415,631 ,, 356,447 ,, 218,826 ,, 74,703 ,, 16,093 ,,

Total. 5,917,470 riod of 1870, show

-There have been no fresh arrivals and we quo \$200-7\$400 per case for Devoe's Brilliant, hands sales are being effected at 7\$500-7\$800 p

Receipts for the month, \$3,850 cases.

Larst—Continues farm at \$20 rs. per lb. for Goorge \$30 rs. per lb. for Goorge \$30 rs. per lb. for Goorge \$30 rs. pr. Micros.

Receipts for the month, 6,320 ekgs, rs. possilis and 30 cases.

Receipts for the month, 6,320 ekgs, rs. possilis and 30 cases.

Receipts for the month, 6,320 ekgs, rs. possilis and 30 cases.

Receipts for the month, 6,320 ekgs, rs. possilis and 30 cases.

—During the first lifteen days of March thirteen vessels left.

River Plate ports for Brazil with \$5,500 hundred weight of feeked beef. On the 20th ult. there were at vessels receipt eleked beef for the same destination, and were expected to carry steel amount of 10 royou cwt. nunt of 102,900 cwt.

-Up to the close of the 24th ult. the total receipts of cattle at the Pelotas slaughter houses amounted to 136,230 head.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

MARCH 23.

PENSACOLA—Nor bgu Stray, 280 tons: Wikborg, 36 ds; pine to Julius Sauer & Co.

VALTAMANS—Dan bgn Maren: 180 tons; Mudsen; 67 ds; flour, beans and corn to Wencesido Guinnañas & Co.

Deans and Corn to Wencesido Guinnañas & Co.

BURNOS AVERS—Sp bg Creiller 191 tons; Carrers; 28 ds; Jerked beef to J. N. de Vincenzi, & Filhos. MARCH PRNSACOLA—Sp bg Iner; 353 tone; Martes; 72 ds; pine C, Nathan & Co.

С. Nathan & Co. MONTEVENDED—Sp. pol Annascia; 168 tons; Mellet; 15 ds; jerked beef to Soura Iruña & Rocha, —Sp. snk. Maria; 155 tons; Alsina; 20 ds; jerked beef to Freitos & Aliranda. Freinas & Alfranda.

——Sp bg Nurva Victoria; 305 tons; Bheno; 36 ds; jerked beef to Alex. Wagner.

Rosation Be Sarva FE—Be bgu Valeru; 410 tons; Schmidt: 14 ds; allafa to order.

Santos-Poul bg Adelina; 268 tons; Concaives; 4 ds; ballast, to Alex. Wagner.

LARCH 25.

BLEARCH AVE. S.-S. BLEARCH AVE. S. BLETTER, TY dis. Jerked beef in José Romaguera.

MACH 25.

BLEARCH AVE. S.-S. Ble J. Am., 2022 tone; Belltmit; ty dis. Jerked beef in José Romaguera.

MACH 26.

to master.

Sattro—Port bgn Fausto; 200 tons; Valverde; 28 ds; jerked beef to Frias & Filho.

MARCH 28.

CARDIFF—Am ship Robert Dixan; 1,368 tons; Southwick; 41 ds; coal to Norton, Megaw & Co.

gy to Automo States Disk & Co. ungc—Gr trn Gustav Adolph; 310 tons; Muller, 72 ds; eral cargo to Brandes, Kramer & Co. 1FF—Am bk Almira Robinson; 1,198 tons; Snow; 58 ds; general cargo to Br CARDIFF—Am bk Ar coul to E. W. May

Legarion-cultur-lur bgn Pfli; 189 tuns: Freyer; 31 de jerked beef to order.

Livatiron-Dan the Johann Brothersen; 324 tons: Boeier for det genemic legario Pt. N. Nicolona & Co.
Nicoront---llr tuga Mattater; 193 tons: Hull; 30 de coal to order.

Faix Bestro néa Monterideo--Poul lega Course de Centre, 124 tons: Gongalvec 27 de 175 tons Manterideo) jetkel bee de la complete 27 de 175 tons Matterideo) jetkel bee de la complete 27 de 175 tons Matterideo) jetkel bee de la complete 27 de 175 tons Matterideo) jetkel bee de la complete 275 de 175 tons Matterideo) jetkel bee de la complete 275 de 175 tons Matterideo) jetkel bee de la complete 275 de 175 tons Matterideo) jetkel bee de la complete 275 de 175 tons Matterideo 175

to J. M. Frins & Filho.

Orostros-Port be Chinolina: 439 ions; Corrèa: 36 de general

arigo to nendos de Oliveira & Co.

Jusses: The high Almay 7: 38 ions, LeGrand; 63 de; codfish to

Livrapeou-Bit chin Licale Fennell; 1,000 tons; Sinchir; 60 de;

cod to Rio Gas Co.

BALTIMORE—Br bg Preview: 237 tous: Jackson; 52 ds; flow and lard to Phipps Bros. & Co.

DEPARTURES OF FOREIGN VESSELS.

cargo.

MARCH 28.

New York:—Am bk Eleverton; 286 tons; Barnes; old iton.

PERNAMICCO—Dittch bg Preclou; 220 tons; Hoer; fainha de mandicea.

s Avres—Sp bg Hortensia; 202 tons; Raspail; balla

—The Sp bgn Hostonia, Raspail, moster, elevaed on the state of the late of the Huenos Ayres. She returned on the skin indures bosone of feasificient ballest.

—The consting stancer Presidents Transass, belonging the "Manable Comptor" above company, ym agord with the Huenovite banks on the skil tall, and was lost. Here presidents the threat of the state of the disaster.

Retrorate to port—Sp logn Hortenies 200 tone: Respail: 8 days out returned in distrest consigned to Sancher Romand MARCH 90.

LORDON—For Monutages; 534 tons: Cross: 49 dir general cargo to Antonio Sances Dia & Co.

-Gr bgn Pfil; 189 tons; Freyer; 21 ds; jerked

ROSAIHO DR SANTA FR—Br hg Edmund Richardton; 292 tons; Puner; 25 ds; troa and bran to Wissner & Chaperouge. APRIL 2.

GUALEGUAY—Port bl: Oceania; 257 tons; Caraca; 13 ds; sal to J. M. Frias & Filho.

MARCH 25.

RETTREASH—Dutch slip S. Graveningen; 2000 tons; Albertagen.—Sir in Ellida; 1990 tone Almean; coffee.

MARCH 29.

PENEDO—Pe bg Lorlein; 210 tom; Guiho; ballost.

São Pianresco—Sp bg Burvelo; 180 ton; Fourndonn,

MARCH 25 GENOA-Br bkt Mexime, 376 tons; Whitson; gunno. New York-Gr bk .1. C. Meyer; 520 tons; Brohn; coffee and old iron.

old iron. Rio Grandr—Port sch *Maria dar Dores*; 174 tons; Ribeios; general cargo. Aracaju—Port tra Albers; 325 tons; Conceiçõe; general

PERSAMENCOmandioca.

HAMECH 29.

HAMERH 39.

HAMERH Victoria (Vancouver Is.)—Am shp E! Dorado; 1,147 ton Résse; ballost. Bana—Port liga D. Autonia; 159 tons; Carvallio; jerked lice

APRIL 1.

BANAN (Africa)—Ib bgo Anneke: 236 tons; Bo Salt Island—Port tra Joven Alberto; 430 to bullast.

ds; coal to Morion, Megawae Co.			ı	pogret in	me mi	e di file disaster.					bk Cyclone 456 ,, 50 Pensacola. Julius Sauer & C bk Rosario 277 ,, 21 Sautos T. Hudson & Co	.a.
					00	ATTI A NITT	70			i	bgn Valero 4to , 21 Rosario To order.	
BANI	ζS AN	DР	ושטי	LIC	CO.	MPANII	15				bgn Misdetoe 193 hgn Raper 137 hgg Ed Rich'dson 202 33 Jersey P. S. Nicolson & Bg Ed Rich'dson 202 34 RosarioSFé Wissner & Chaple	Co
											bg Ed Rich'dson 202 ,, 31 RosarioSFé Wissner & Chap	er'e
		V9]	0	10	5		LAST	LAST 1	ANDEN	D C		O.,
	CAPITAL	84	3	CALUE	ä	RESERVE FUND	QUOTA-				sp Liz. Fennell., toro ,, 2 Liverpool., Rio Gas-Co. bg Peerless 237 ,, 2 Balumore, Phipps Drus & 6	Ca
NAMES	Callina	SHARES	ISSUED	- 2	GIVA	+	TION	AM'T	PAU	,		
		91 ,		-							hgn Fonssing 146 Mar. c Liverpool . OJ. J. livern der	uria
BANKS					- 1		1	1		- 1	bgu Maren 180 6 23 Valparaiso. W. Gunnaraes &	Co
				200\$	All		160\$000	robono	Jan	+88a		Cu
Banco do Brazil	33,000,000%	40,000	All	200	All	9,447,527 864	338 000	9 000	Ton	1880	to be the second of Alex Wagner	
Rural e Hypothecario Commercial do Rlo de Janeiro		60,000	20,000	6 200	AB				Jan.	r 88o	bk B. Marguente 276 Nov 16 Genna E. Cresta & Co	
English (limited)	£ 1,000,000	50,000	All	200	6 19	116,944,811 900,000,000	110 000	6 sh 8abooo	Jan.	1880	bk Finlande 380 Feb 26 Marseilles F. Sauwen & Ce bk Lamoriciere 420 Mar 4 Masseilles H. N. Dreyfus	1.
Industrial e Mercantil	6,000,000	30,000	All	200	All	175,669 816	100 000	10 000	lan.		bk Lamintia 147 11, New York Arthur Moss &	Co.
Mercantil de Santos	4,000,000	20,000	54000 10.000	200	All	4,514 B6o	126 000	4 000	lan.	1850	1.b Day IV 2621 12 New York Monteiro Hinto	& C
Banco Predial. New London and Brazilian	£ 1,000,000	50,000	15.000	6 20	6 10	£ 8n,nua		3 1/2 1/0 9\$000	Dec. Jan.	1878	bk Leopold et M 495 , 13 New York Arthur 2408 &	La. El'a
Banco do Commercio	12,000,000	60,000	30,000	200	200	302,848\$701	100 000		Jan.	1000	in Charles	
		5,000	All	200\$	ΔII	34,7839400	170\$000	15\$000	Jan.	1880	bk Ocean 646 Feb 28 New York J Squer & Co	
Petropolis	7,500,000	37,500	14,380	200	All	_	230 000		Mar.	- 00-	lug Solid 192 Mar. 8 Cadiz M. Leone & Co	١.
Panlista	15,000,000	75,000	All	200	All All	=	230 000 54 000	10 .1	Mar.	1630	11. Doubles 680 14 Cardiff Wilson, Sons &	Co.
Sorocabana	4,000,000	12,000	All	200	All	=	210 000	7 000	July.	1879	bgn Blitz 126 ,, 27 Port Natal. To master.	
Leopoldina	9,400,000	10,000	All	200	All	Ξ	25 000 Non.				Im G Adolph. 3to ,, 29 Hamburg, Brandes, Kramer	RC.
Campos a S. Sebastião	600,000	3,300	All	200	All All	_	Nom.	.01.	Hec.	1818		
Nictheroyense. Campos a S. Schastiao. S. Paulo e Rio de Janeiro.	15,000,000	75,000	40,000 All	200	All	34,600,\$000	18a ooo Nom	1000	June.			
União Valenciana	500,000	4,000	All								bk Abeona 384 ,, 10 Sunderland J C Pauner of &	Co.
S. Christovão Bolanical Garden S. Paulo	4,000,000\$	20,000	16,500	200\$	All	61,276\$464	Nom	13 000	Jan.	188G	bgn Stray 286 Mar 24 Pensacala Julius Sancr &	Co
Botanical Garden	2,000,000	10,000	All	200	HA	-	Nom					
S. Paulo	700,000 1,200,000	3,500	All	200	All	7,471 399	Nom	8 000	July.	1879	lug Lola 189 Feb 18 B Ayres Vincenzi & Fills	ris.
Pernambiico	540,000	2,700	ΑII	200	All		Num			- 1	SWITHSH	
Pelotas	\$40,000	4,800 6,000	3,000	200	All	-	26\$000 5 000				CAUCH L ST. and Change E S Zenby & L	Line.
		10,000	All		All	20,163 963	100 000	8 000	Jan.	t 38a		
M-mayidae	2,000,000	10,000	7,000	200	All	2,800 000	Nom.				bk Concordia 427 Feb 28 Cadiz 10 order.	
		1 1		2001	All	-	Nom	1			bkH.O Freder'ik 557 ,, 28 Cardiff D. Pedro II R	Co
		6,000	All Ali		All	=	190\$900	8 100	Jan.	188o	be Emelie bos Mar. i Carata Wilson Sons Co.	Circ
Carris urbanos	5,400,000	27,000	Air	400				1 "			she Foreningen 1081 9 Cardiff D. Pedro H R	R.
		1,800	All	100	All		Non.				bkH.O Freder'lk 557 a88 Cardiff D. Pedro II R bk Emelie 653 Mar. t'Cardiff Wilson Sons, & Cardiff Sulvison Sons, & Silvishemb'g Hamann & Co. shp Forningen 1081 gCardiff D. Pedro II R bk Grisselhan 373 gCardiff Royal Mail & C. bg Sealam 335 H Marseilles L. Larrigue & C. S. Cul Leben 208 I Westernicki Lutrius Wilson	Ę
			All	200\$	All	96,467\$753	*netono	10 000	Ian	1880	bg Svalan 325 ,, 11 Marseilles L. Lattigue & C bk Carl Johan 208 ,, 14 Westerwick Hartwig Whail's	n&C`
Brazileira de Navegação.	4,000,000	3,000			1608	300,000 000	100 000	7 000		1878	ok Carryman 200 ,, 14 (reactivity training training	
		1.000	012	200	110	· -	Nom	1	ĺ		SPANDSH	
Earns	640,000	3,200	3,168	200	All		Nom	7 000	July.	1820	poi Modesta 188 Jan 9 B. Ayres. J. Romagueira bk Mario 30, ,, 26 B. Ayres. S. Romagueira	86
Paulista Amazon Steam Navigation	500,000	2,500	All 42,500		All	6 21,321,75:40	100 000	9 sh	Dec.	1877		
Fluy, do Espirito Santo (Ceard)	150,000	750	49,500	200	100	×	In6 000					
INSURANCE	1 .		i			200,0005000		10 900	Inn	188o	pol Marcelma 202 ,, 17 Paysanch., Komagueira H	850
Et.Latidada	. 8,nna,coo	8,000		1,000\$	125	300,000,000	400 OX	25 000]an.	1880	bgn Frosquito. 218 , 20 Paysandu. M. Arevedo & sink Venturita . 153 , 21 Mont'video Faria Cunha &	Co
Argos Flummense	3,000,000	3,000		1,000	100	156,500 000	125 000	6 600	Ian.	1830	bgn Jaimito 124 at B. Ayres J. Romagueira bgn Indio 169 Mar 3 Barcelona For B Ayres	
Garantia. Nova Permanente.		800	l All	1,000	250	162,660 62	Nont	6 000	Jan.	1880 1880	bgn Indio 169 Mar 3 Barcelona For B Ayres lug Pepillo 231 3 Paysandó, S. Romaguera 8	0.11-
Nova Regeneração	500,000	500	10,000	1,000	100	35,593 963	2835000	30 0/5	lan.	258o		
Nova Permanesse Nova Regeneração Confiança Integridade Previdente Popular Fluminense.	8,000,000	40,000		200	50	250,000 000	57 000	2 000	Jan.	1880		Co
Presidente	5,000,000	50,000	25,000	100	10	122,600 17	10 000	i t 000	Jan.	1880 1878	bg Cecilia 191 " 23 B. Ayres . J. N vincenzi	& C
Popular Fluminense	1,000,000	5,000	All	200	100	184,426 740	25 000	5 000	Dec.	1070	pol Ancancia 108 , 24 Pensacola A. C. Nathan N pol Ancancia 108 , 24 Mont video Souza Ir & Ro	c Co
Gloria		2,500	l All	200\$	AI	70,000\$000	Non	2 000	Jan.	1880 1876		
Glona	200,000	1,000	All	200	A1				Dec.	1876		
Harmonia Mercado Nictheroyense	300,000	3,000	All	100	100	900 001	20 00	6 000	June.	1070	bg Ana. 222 , 25 B. Ayres José Romaguer pol Fehcia. 174 , 26 Vlont'video Souzalrmão&R	ra
GAS COMPANIES		37,500	16 occ	6 20	Al	ıl	260 00	1.61		1877		
Rio de Janeiro	£ 750,000	7,500	36,000 Al	16 10	Al		50 00	2 0/0	Dec.	1878		neja a .
MISCELLANEOUS	7			200	ΔΙ	96,544\$53	Nom	78400	Inn.	1880	bk Casilda 244 Dec 7 B Ayres, A. Wagner, bk Vila Margão 474 Jan 15 Lisbon fro order, bk Africa 618 27 Oporto M. Braga & Ce	
Transportes Marit, de Sav	600,000				150	9013441133	Nom	6 000	Jan. Jan. Jan.	1880	bk Africa 618 27 Oporto M. Braga & Co	0.
Bonds Maritimes	10 000,000	50,000	15,000	200	1 100		80,000	4 000	Jan.	188u	bk Humildade 312 Feb 13 Oporto Draga & Filho-	4
Brazil Industrial	1,000,000	5,000	AI.	200	A		55 no Nom	55 000			bk Tentadora 337 22 Lisbon Fo order. light Libertador 175 Mar. 5 Rto Grande Put in for repai	ine
Brazil Industrial	400,000	2,000	A	200	A		_	2 000				25
Florestal Paranacuse	500,000	6,000	A	200	145 A	10 —	Nom		T.	-00		
	1. 1.400,000	6,000	5,46		A	58,793 32	7 170\$00 0 Nom	.: 6 90	Jan	1880 1880	bk Clutilde 311 11 Oporlo J M. M. Leon	nc.
Commercio e Lavottra	3,000,000	12,500	7,50 A	200	100	\$ 90,000 00	I OD		11.		bk Miramar 345 , 21 Salt Island Mendes, Oliv's	& C
Commercio e Lavoura. Economia (lavanderia). Associação Commercial	3,000,000	4,000	a A		150	8	25 00	0 8º/o	Jan	. 1880		
		4,000	_ A	200	40 A		Non				bgn Christina 117 20 Paysandu . A. Wagner	
Minas de Caçapava	800,000	16,000	o Al	E 50	A 50		Nom	. 1			bgn Fausto 200 , 27 Safto Fries & Filho.	
Minas de Caçapava	1,800,000	9,000	6,00		_ A	ii -	Nom		N.		bgn G, de Castro 14k 29 Frey Bento Alex, Wagner lik Cintra. 30 llhadeMaio I M, Leone lik Oceania. 257 April 2 Gualeguay, J, M. Frias & bk Claudina. 419 2 Oporto. Mendes d'Olix	
Petropohtana	1,000,000	40.00	0 7,50	0 100	70 A	4	Nom		Lon	-99-	lsk Oceania 257 April 2 Gualeguay. J. M. Frias &	Fe
Indust. Flum. (kiosques) Pastoril Agricola e Industrial	400,000	8,00	0 4,40	ru 50		37,866 00	o 68,500 6 Nom	7 00	Jan	, 1000	bk Claudina 419 11 2 Oporto Mendes d'Oliv	axu
Pastoril Agricola e Industrial	10,000,000	50,00	40,00	0 200	A	11 208,497 49	L LION				1 1	
	1 .	. 1		1	+		-				•	

—The Br bk Mystic Tie, buntel from Wilmington, Del, (U. S.) for Rio Grande do Sal, with a cargo of 50 railways care, was less to the Rio United but on the rape of 50 railways care, was less to the Rio United but on the rape that S. Stein Wilmington, Jamaray to, and striking, asignals of fitteen on, during the veryage. On striking, asignals of fittee to the result of the rape of the result of the rape of the result of the rape of the rape

The City of Rio de Janeiro arrived at New York on the

apth.

"The Am bk Edwin Reed, bound from Cardiff to Portland
Oregon, with a cargo of steel rails, arrived in port on the 27th
alt, with cargo badly shifted. She is now discharging to

Sailing-Vessels.

ARRIVALS OF FOREIGN STEAMERS

WHERE FROM

DEPARTURES OF FOREIGN STEAMERS

l				
ı	DATE	NAME	WHERE TO	CARGO
	,, 23 ,, 24 ,, 24 ,, 36 ,, 36	Argentina Gr Berlin Gr St Marin Fr Savoie Fi Sirius Br Archimedes Br Santos Gr Neva Br Hamburgo Gr	Bremon*, Santos Marseilles * New York Southampton* Hamburg*	Coffee. Sundries Coffee and sundries. Coffee Sundries. Sundries. Sundries.

	2	()			
	NAME	TONNAGE	ENTERED	WHERE	CONSIGNEE
ı	AMERICAN		, .		I C & C.
	bgn Woodland.	453	Feb. 25	Pernandina	J. Saner & Co.
1	bgn Aquidneck.			Pensacola.	J. Sauer & Co.
ı	bgn H. C. Sibley	553		Richmond	I. Sauer & Co.
	bk Am. Lloyds.	510 500	" "	Passarmania	Phinn Bro. & C
١	bk Brunswick	1234	,, 15	d'awliff	Phipps Bros & C To master.
L	bk Edwin Beed su Robert Dixon		11 27	Cardiff	Norton Megaw &
ı	bk A. Robinson	1108		Cardiff	E, W. May.
ı	ARGENTINE	1190	" "	Cuigui	,,.
i	bgn Pampa	155		D	A. Wagaer.
ŀ	bk Guenevere	592	Oct. 9	Swansea	Wilson Sons & C
ı	BRITISH	V			
ł	bk Yanwath		Apr 2	New Castle	Alves & Martins.
1	bk I) Auterson.	256	_ 19 27	Liverpool .	Rio Gas Co.
ı	bgn Delte	224	Feb. 1	Lisbon	lo order.
ı	bk C. P D	11136	,, 2	Cardiff	D. Pedro H R
ı	sp Tasmanian	1136		Liverpool.	Rio Gas Co.
ı	bk Verma			New York.	Mc. C. Beecher &
ı	bk Sterling Shire	549		Salgon	Camara & Gome Dom Pedro II R.
ı	bk Julia	371		Sawansea.	Ellotta Petero II K.
ı	bgn EM Gregory			Pasengoul.	Wilson Sons & C
ļ	bk Caspian		11 2	Cardio	Royal Mail Co.
1	bk Margaret	965		Lardill	Royal Mail Co.
	bk Easi'n Chief.	401	, P	Caront	Indias Sauss & C
	bk Cyclone	435	1, 2	remacola.	Julius Sauer & C T. Hudson & Co.
	bk Rosano			Rosario	To predom to Co.
1	bgn Valero			Newport	Po order.
	bgn Mistletoe		,, 2	rewpoil .	P. S. Nigolson &
I	hgn Reaper		" 3	Jersey	Wissner & Chape
I	bg Ed Rich'dsor	293	11.3	ROSTIOSF	I C Zanho & Chape
	bgn Ranger	138	ubin :	rersey	J. S. Zenha & Co Rio Gas-Co.
	an Lie Formall				

73

there are 33 printing offices and 560 printers enos Ayres.

-Heavy rains are reported throughout the province of Pernambuco.

-The obituary reports at Pernambuco show a occasional case of yellow fever.

—A severe epidemic of small pox is reported at Caldeirão, on the upper Amazou.

—The receipts of the Para post office for the fiscal year 1878-9 were 35,842\$790.

—In February the number of burials in the public cemetery of Fortaleza, Ceará, was 199. —Maj. Cesario de Santa Brigida, of Cintra, Pará, was assassimted by his slaves last month.

-The February receipts of the Para custom house were 347,549\$668, and of the collector's office 90,3705584.

The election of a successor to the late Barão de Villa Bella, deputy from Pernambuco, will take place on the 9th of May.

Projects 187 and 188 of the S. Paulo provincial

assembly provide for seven more lotteries for the use and benefit of churches.

—The receipts and expenses of the city government of Bahia in February were: receipts, 10,466\$-762; expenses, 10,421\$176; balance 45\$586.

—According to the Povincia de Minas, two men, José Ferreira Dias and his nepkew Martinho, were recently assassinated in full day in the town of Cabo Verde.

-Seven slaves were liberated in the province of

—seven saives were norsteat in the province on Mazzonas ou the 19th of February in accordance with a provincial emancipation law. The an ount paid for their likerty was 4,300\$.

—Guinnarkes Peixoto, a merchant of Verteutes, Peranabuco, was the happy possessor of a store and an 8-year old boy up to six ofcoleo, h m., of the 6th ult. The boy experimented with a can of kerosene.

all. The boy experimented with can observe the —According to the Dutthe Zeilung, 3,000 Pommeranian immigrants will arrive at Rio Grande do Sul this month. The immigration is wholly voluntary and will give Rio Grande a valuable class of agriculturists.

or agreements.

The political friends of examinister Affonso Celso celebrated a solemn Te-Denm in the chapel of N. S. do Monte do Carus, Oaro Preto, on the 30th ult, as an expression of their joy for his recovery from a recent illness.

-A soldier of the 6th battalion, located on the Rio Urnguay, Rio Graude do Sul, was shot and gravely wounded by a woman named Maria Serpa on the night of the 8th ult. He had broken into the

on the night of the 8th ult. He had broken into the house and into the room where she was sleeping.

—The Previncia, of Sho Paulo, says that Col. Rafael Tobias de Barros has lately received a high-priced, pure-blooded race horse from France, named "Sans Pareil." The horse is fotty years old and was sired by the English horse "Speculum."

and was sired by the English hore: "Specalum."

—The Provincin, of São Paulo, says that a committee of the provincial assembly has presented a
report against the fechamuto ordinance of the city
council, and that amajority of the assembly coutr
in this opinion. We shall soon see the end of the
attempt to close business houses on Sandays and
holidays.

holidays.

"The slave population of the province of Pará on the 31st of December, 1878, in given at 29,781, besides 6,003 free children of slave mothers. The canancipations since the passage of the enancipation law amount to 2,276, of which 76 were freed by the enancipation fund, 956 by legal compulsion, and 1,244 by voluntary act.

and 1,244 by voluntary act.

—The receipts of the provincial treasury of Pará from all sources during the fiscal year 1878-79, including the balance remaining from the preceding year, were 3,126,940\$-833; the expenditures were 2,710,4665900, the balance remaining 416,473\$-163. On the 31st of December last the balance in the provincial treasure, was 1,072,566823. provincial treasury was 1,073,586\$832.

provincial treasury was 1,073,5963832.

—On the norting of the aght ult., the horribly mutilitated body of Jado Beardino da Silva was found at the conter of Run das Flôres, city of São Peanlo. The body had been savagely gashed with a heavy hulfe, nad the head was nearly severed from Ite body. The sassars, use Autonio Grill, a camerada of the murdered man, was appreheaded the following uight. the following night.

the following night.

—The Visconde do Rio Claro, according to the Corrois do Ocets, of São João do Rio Claro, São Panlo, has recently presented his parish church with a costly silver crudix, a silver hanp and other articles of the same description, all of which has imported from Portugal. The donations amount to about 40,000 fi anil. That settles it! The Visconde won't take any brim'stone in his'u!

in his "1

—According to late Bahia papers the first stone of the central sugar mill of Pojnea was laid on the 16th uil. This utill will have two crushers equal to those of the Quissand mill, which will be moved by a steam engine of 85 torse power. The capacity of the mill will be 250 tons of case per day. The machiacry is turnished by the "Fives-Lille" company. The mill will be lighted by electricity, and will have a plantation transvay six kilometers in length. It is estimated that the mill will cost ago,coo,6, and that it will be faished by the first of next September.

-We are glad to see that the Pregudor Christae —We are glad to see that the Pregular Christia, of Grande do Sth, is taking up the pretiend, every-day work of a thoroughly useful religious paper. In its issue of the 27th ult., it calls attention to a late fire where some buildings were bursed to get the insurance which was much above the actual value of the property; and to a certain sabon, not a hundred paces from the police station, where unusic, dancing and drinking goes on into the small bours—especially Sundays—from which arise frequent trobbles with the foreign sailors who frequent the place. These evils are the very ones who frequent the place. These evils are the very ones who freight or light of the place of the see of the service of the service of the very ones who frequent glad to credit the Pregudor with this attempt.

—The chief of the Venezuelan branch of the north-ern boundary commission, D. Miguel Tejera, is said to be an eminent litterateur, poet and journalist. Report says nothing of his engineering qualifica-

tions.

—Project 128, of the São Paulo provincial assembly, authorized the provincial president to expend 250,000\$ on the introduction of Chinese labor into the province. On the 11th ult, a committee reported favorably on the introduction of Chinese—saying that "they are the only laborers that can now take the place of the slave," and that they will "save the country from the crisis which is impending in consequence of the effects of the law of September 28"—but offering as a substitute a project (No. 194) which provides for the reception and support of Chinese emigrants intil located on plantations, and authorizing an expenditure of not more than 120,000\$ to this end. Now let the São Paulo assembly pension the lazy whites, who scarcely earn the tobacco they smoke, and the province will be a veritable terrestrial paradise!

—A correspondent of the Fornal do Keife gives

ly earn the tobacco they smoke, and the province will be a verticable terrestrial paradise?

—A correspondent of the *Jornal do *Reijfe* gives au encouraging account of the experiments in the relitivation of coffee in the district of the village of Bontio, province of Pernanabaco. He states that contrary to the assertions that have been circulated, the coffice trees do not degenerate there as is proved by the fact that the old trees are this year more heavily loaded than in 1875 when many trees gave as much as sixteen kilos of cleaned coffee, and anny broke down under the weight of the finit. A few plants of the Liberian coffee have been introduced into the district and distributed among rore turning the district and distributed among rore turning their altention to the preparation of leaf tobacco for cigars, and that, if the coming season proves favorable, large plantations will be made and the district will that heghi to exports something. It is looged that coffee and cacko will in time be also added to the list of exports. We are pleased to record this instance of the brenking away from the did routine, and the exclusive culture of cane and cotton. This nurressonable devotion to one or two products has frequently brought, when they have ceased to be remunerative in many of the less favored districts, a conglete stagnation in many roductive regions of the northern provinces.

—The Carried Mercantif of Pelotas, Rio Grande Less and the state of the productive regions of the content provinces.

productive regions of the forther productive regions of the forther productive for a construction of Pelotas, Rio Grande do Sul, relates that an inspector of police at S. Gabriel, Sr. Cassiano Camara, was sent to capture the noted bandi, João Serpa, who was reported to he in a neighboring locality. Camara went to Palmas, about five leagues from S. Gabriel, where, while stopping at a store, he saw two men passing whom he amuouseed his intention to capture. The course are seen a productive of Perolary Names. whom he amounced his intention to capture. The an indian attendant, who were employed in carrying inoney for certain business men. Vianna had some 15,0005 with him. After nightfall the inspector, as-sisted by his slave and a soddier, attacked the two onen where they were encamped. Vianna escaped, but the Indian gave himself up without resistance. The Indian was then bettally attacked and received two or three lance thrusts from the slave, by the orders, it is affirmed, of the inspector. Vianus was afterwards capitard, and the two were brought orders, it is altramed, of the inspector. Viature was afterwards captared, and the two were brought into S. Gabriel. The Indian died soon after and Vianua was set at liberty. No steps have been taken, it is said, to investigate this brutal assault and nurder.

taken, it is said, to investigate this brutal assault and nurder.

—Cordolina was a slave woman belonging to Sra. Joanna Justina de Siqueira Varejão, a primary school teacher in the 2ad distitet of Poço da Panella, Pernanbaco. This slave woman tiled on the 19th ult. and was buried without the suad verification of the cause of eleath. An investigation was tande on the following day, the lody was exhumed, and the following facts were brought to light. On the morning of the 19th, Cordolina was sent to the heighboring military guard house to be whipped, her mistress having arranged for the punishment out the eventug previous. The whipping was inflicted with great barbarty, as was shown by the pitiful condition of her back and houds which had been creelly beaten with the Antonatoria (ferule). At eventing she left the house, saying to a child that ske was going to put an end to her life as she could suffer slavery no longer. She then went to a venda, purchased a hottle of unit, and swallowed it, so as to secure the courage uccessary for the deed meditated, which was to throw hersell upon the Caxangá railway track in front of some passing train. This she did at 9 o'clock that evening, but the engineer discovered her just in tine to stop his train. She was then taken to the same guard house where she had been whipped, and died two hours later from the effects of the rum and the injuries of the morning. The Jornat de Recife condemns the brutal treatment of this poor woman in no unsparing terms, and denoances the institution of slavery which makes such entelly possible. And so will the civilized scuttment of the world condemn so barbarous an act; more than that it, it will kild did the countyr responsible whose laws permit such outrages upon humanity. rages upon humanity.

THE GROCER.

Published every Saturday at No 13 West Broadway, NEW YORK

Contains weekly retail and wholesale prices-current, me: and crop reports, trade reviews and stammaries, and other information necessary to a full and correct knowled of the special trade of which it is the accorded organ Subscription (in New York): \$3.00 per annu-

ROOMS TO LET either with or without board

HPLOYMENT WANTED.
The Frenchman desires employment as a teach the French langue, or to translate from English or Portuginto French.
Address, F. D., care of this office.

C. Mc CULLOCH BEECHER & COMPANY

Export and Commission Merchants. 41 AND 43 WALL STREET NEW YORK P. O. Box No. a364

Facilitate the introduction into Bratll of American Machinery, Agricultural Implements, Railroad Suptimitery agricultural Implements, Railroad Suptimiters good, Hardwiner Dy Goods and specially satisfable for or adaptable to the requirement country, by furnishing reliable information regardings modes of preparing and packing merchandles, so their profitable neceptation there, and by means of a junctip thouse, binging the American Producers and turners into direct communication with the Bratishing.

E^{NGLIŞḤ BANK}

RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

£ 1,000,000 ion of capital.... £ 64,444, B, Draws on the London Joint Stock Bank and transactery description of Banking business.

RUBBER HAND STAMPS

For Merchants, Bankers, and for all business purposes, are taking the place of every other kind of hand stamp, For marking elohing, jable line, etc. with indelible ink. The Consecutive Rubber Dating Stamp for Bank and

Monograms, autographs, etc., made to order.
S. T. LONGSTRETH, Manutacturet
8 Rua de S. Pedro Rio de JANEIR

UNITED STATES AND BRAZIL S. S. LINE.

Currying the United States and Brazilian Mails Performs a regular monthlyseric between New York and Rio de Janeiro, stopping at the intenmediate ports of St Thomas, Park, Pernambupo and Pahia. The steamers of this line, 3,900 toas meastrement each, are new and first-class in very particular.

ers will arrive and clear at this poet as foll

Steamer	Commander	Arrive	Depau
City of Pará City of Rio de Janeiro City of Pará City of Rio de Jaceiro	Capt. Curpenter Capt. Lewis Capt. Carpenter Capt. Lewis	Mar. a8 Apr. 28 May a8 June 28	May Jun,
		١,	

tween New York and New Con-General and Passage office, WILSON, SONS & Co., Limited. No. 2 Praga das Marinhas.

ROYAL MAIL
STEAM PACKET COMPANY Under contracts with the British and Brazilian

Governments for carrying the mails. TABLE OF DEPARTURES,

١	DATE	STEANER	DESTINATION
I	April 9	Neva	Southampton and Havre vist Bahia, Pernamuco, S. Vicente and Lisbon,
1	April 24	Guadiana	Somhampton and Antwerp via Bahia, Maceió, Pernambuco and Lisbon.

For freights and passages apply to E. W. MAY, Supt., Rua. 1º de Março No. 49.

IDGERWOOD M'F'G. Co.,

Successors of (LIMITED). MILFORD & LIDGERWOOD,

Engineers, Mnchinists, Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mill

GENERAL AGENCY FOR THE SINGER SEWING MACHINE,

and COFFEE-CLEANING MACHINERY, No. 95, Rua do Ouvidor.

T. DWINAL,

34 RUA DA QUITANDA

"DOMESTIC" and GROVER & BAKER SEIVING MACHINES

N. B.—Every article pertaining to Sewing Mach

AMERICAN BANK NOTEC

OFFICE: 14a, BROADWAY, NEW YORK. ENGRAVES AND PRINTS BANK NOTES, BONDS FOR GOVERNMENTS AND COR-YORATIONS, BILLS OF EXCHANGE, CERTIF-ICATES OF STOCK, POSTAGE AND REV-CAME STAMPS, POLICIES OF IN-SURANCE, AND ALL KINDS OF SECURITIES

In the most artistic style, and in a building proof against fire

New York, February 6, 1839.

At a meeting of the Board of Trustees held this day, the
following gentlemen were elected officers of this Company under its consolidation with the National and Continental Bank.

Ger its concilitation with the National and Account.

Note Composite.
A. G. GOODALL.

A. G. GOODALL.

J. T. ROBERTSON,
Conceptional
J. T. ROBERTSON,
THEO. H. G. President
J. W. C. President
J. K. WYERS,
Ast' A Treasure
J. K. MYERS,
Ast' A Treasure

P. MACKIE & CO. PHILADELPHIA, Pa., U. S. A.

Railroads.

Street Tramivays, Plantations, and

General Engineering Work

Locomotives, Cars, Bridges, Turn-tables, Switches, Cu fit-ngs, took and railways equipment at large. Street curs, frogs and exastings, shop applies. Machinery, engines and portable railroads &c, for sugar and offer plantations and mines. Hydeulici machinery, and appliances. Estimates and Plans for special work furnished in application. All orders filled at manufacturers, own prices, and all work howourbly examined.

AGENTS IN BRAZIL

For the following manufacturers THE GILBERT & BUSH Co.

TROY, N. Y. U. S. A.

Railroad care of every description, and in the best material treet cars of the most serviceable quality, and elegant designs Special attention given to foreign work.

THE WHARTON RAILROAD SWITCH Co.

PHILADELPHIA, Pa., U. S. A.

Safety railroad switches, frogs and crossings. Street railway work of all kinds.

EHIGH CAR WHEEL WORKS CATASAUQUA, Pa, U.S.A.

Chilled iron catwheels for passenger, freight and street ca Chilled iron castings of all kinds.

Edge moor fron co.

WILMINGTON, Del., U. S. A. Light portable railways for plantations and

K. PORTER & Co. PITTSBURG, U.S. A.

Light Locomotives for narrow gauge and plantation railway fany gradients up to 8 per cent.

Will burn only fuel.

TOOKS SMELTING Co. PHILADELPIIIA, Pa., U. S. A.

Trimmings and fittings for railway and street cars. Tools and machine supplies of all kinds. Telegraph materials.

ULMER SPRING Co. PITTSBURGH, Pa., U. S. A.

and and street car springs of all descrip

THE WESTINGHOUSE AIR BRAKE Co.

PITTSBURG, Pa., U. S. A.

Manufacturers of the Westinghouse Antomatic Railway Broker. Instantaneous stoppage of railway trains from any ar, or from the engine.

EO. K. TRYON, SON & Co. PHILADELPHIA, Pa., U. S. A.

Anti-friction journal bearings for raitroad and street care and eneral machinery, of phosphor bronze, bubbin metal and brass. Bronze work of all kinds.

THE JOHN A. ROEBLING & SONS Co. TRENTON, N. J., U. S. A.

Iron and steel rope, wire netting, telegraph wire, &c. ension bridges of all sizes. Manufacturers of cable for S. Thereza Inclined Plane.

ANNEY CAR COUPLER CO.

The simplest, safest and most economical system of coupless and buffers for freight and passenger cars.

BLAKE ORE CRUSHER CO.

Stone and ore breakere for use with steam, anima

THE HOLLY MANUFACTURING Co. LOCKPORT, N. Y., U. S. A.

RIO DE JANEIRO 115 RUA DA OUITANDA C. Mc CULLOCH BEECHER

Import and Commission Merchants 47 RUA DO GENERAL CAMARA

RIO DE JANEIRO

Caixa no Correio No. 115

Receive consignments of American products, Machinery Agricultural Implements, Manufactured Goods, Hardware, etc., etc., subject to the approval of their New York house, for the prompt and satisfactory kinding of which they possess unrivalled facilities.

THE NEW LONDON

BRAZILIAN BANK (LIMITED)

HEAD OFFICE: LONDON BRANCHES:

ISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Capital ...
Capital subscribed,
Capital paid up. ...
Reserve fund ...
Depreciation of capital fund ...

Messrs, GLYN, MILLS, CURRIE & Co.

Messra. MALLET FRERES & Co.,
PARIS,

Messes. J. H. SCHKOEDER & Co.,

Baldwin Locomotive works, PHILADELPHIA, PENN

(Established, 1831).
BURNHAM, PARRY, WILLIAMS & CO.,

These locomotive engines are adapted to every variety of ser vice, and are bailt accurately to standard gauges and templates Like parts of different engines of same class perfectly inter-changeable.

Passunger and Freight Locomotives, Mine Locomo-tics, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

tc., etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of cus Agent for Brazil, O. C. JAMES,

No. 8, Rua São Pedro

ACKSON & SHARP COMPANY.

WILMINGTON, DEL.

Manufucturers of all styles and qualities of Parsenger, Mail and Freight Cars.

The exphiliment is one of the types in the United States, and has fornished the care for acrity all the narrow guage embands in the Judee States and class. The care of the Sho Nichteropease and other narrow guage railways in Brasil are from thesp well-theory works.

CHAS, S. HOWLAND, JOB H. JACKSON, Trainier.

AGENT FOR BRAZIL.

O. C. JAMES, 8, Rua São Pedro,

Rio de Janeiro.

WHITNEY & SONS, CAR . WHEEL WORKS.

(Established (842)

Chilled cast iron white and the control of the Hamilton proc or Railways, street cars, and mines. Axles of iron or steel. Illustrated catalogue furnished on application of customer

Agent for Brazil, 0. C. JAMES,

Rio de Janen

Brown's essence of Jamaica Ginger.

Purchasers of Brown's Ginger are warned against piratical counterfelis intended to be sold on the splendid reputation of this manchless article. All real Frown's Ginger is prepared by Frederick Brown, Philadelphia, and the Latel bearing his incorporated with the Private U. S. Internal Revenue Stang, to counterful which is felony. BROWN'S GINGER—

For Traveler's use
BROWN'S GINGER—

BROWN'S GINGER—Summer Complaints.
BROWN'S GINGEN—Summer Complaints.
BROWN'S GINGEN—BROWN'S GINGER—Sumps and Colic.
BROWN'S GINGER—Standard: no reaction.
BROWN'S GINGER—Used by Army and Navy.
Used by Army and Navy.
Used by Army and Navy.
Used BROWN'S GINGER—Used by Army and Navy.
Used BROWN'S GINGER—Used by Army and Navy.
Used all months.

BROWN'S GINGER—

Und all over the World.

BROWN'S GINGER—

Counteracts impure Water.

Present Malarial Discone.

BROWN'S GINGER—

EROWN'S GINGER—

Existions Summer Drink.

BROWN'S GINGER—

Executions Summer Drink.

Everybody knows the value of 'Brows's Ging household necessity and preventative of disease. Be a druggist gives you the right kind—Brown's Ginger, med above. ed above.

The weakness following long continued fever or any serious libress, is one of the most serious as well as distressing aymptoms of one-wisesteence. Alcoholic stimulants are objectionable, as their use is always tollowed by depression after the stimulating effect has passed

well, and promotes digestion.

CENTRAL DEPOSIT: No. 8 Rus São Pe